#### AFFAIRS AT THE NAVY YARD.

THE COMIC-OPERA COURT OF INQUIRY AND THE DAMAGE TO THE COLUMBIA.

WHAT WILL BE DONE WITH COLONEL FORNEY-A TEMPEST IN A TEAPOT-REPAIRING THE CRUISER COLUMBIA-NOTES OF

NAVAL AFFAIRS. The soul-stirring questions as to what had be of a can-opener, a push-cart, some furniture and sheets and pillow cases, and a job lot of stove coal, said to have been hypothecated or otherwise disposed of by Colonel James Forney, have kept a court of inquiry in anything but a flutter of excitement for a week, and have apparently been settled to the satisfaction of the officers composing the court. With all due respect for the appointed forms of naval procedure in such cases, it seems to an outside observer who is not awed by gold lace or affected by the distinctions between line and staff that a remark made not long ago by a certain Rear-Admiral, now retired, about "Pinafore business," was justified by the present instance. No one of the friends of Colonel Forney is willing to believe that he was, while in command of the Brooklyn Marine Barracks, guilty of anything which justified the calling of the court in the first place, and already those who know are looking askance at certain officers who are more anxious for promotion than they are particular about the means of getting the coveted numbers It is the general belief, however, that the defence has easily won its case, as what little testimony was introduced against the Colonel was more than offset by the testimony in his favor, and the marines who were called as witnesses were for their old commander to a man. What the court will do, however, is something no fellow can find out. Its report will go to Washington, and the Judge-Advocate-General's office will wrestle with it, after which it will go to some of

That the Columbia is structurally as strong as any ship in the Navy has been shown by the official examination of her hull since she has been placed in the timber dock in the Yard. The re port of the Board of Inspection, composed of modore Selfridge, Naval Constructor Bowles and Chief Engineer Farmer, is as follows:

the higher officers, probably Assistant Secretary McAdoo, for final settlement, the tempest in a teapet will have subsided and Colonel Forney will probably go back to Portsmouth, and others connected with the case will continue their in-

terrupted leaves of absence.

"In general the actual damage is slight, it be ing confined to loose and leaky rivers, and a few leaky butts and beams in the flat keel plates, and to dents in the flat keel plates and garboards. These dents occur evidently where the snip rested on the keel blocks at Southampton, and are located at the outer edges of it.

"We find that no damage to the machinery has

"We find that the cause of the damage and injury sustained by the hull of the Columbia by the docking at Southampton was generally care less and unskilful docking, as shown by apneglect of most elementary preparations to secure the uniform support of the keel of the ship. The immediate cause of the dents and bruises to the bottom plating of the Columbla was that the keel blocks at Southampton were not properly aligned and did not bear equally, and that each block was not squared off to give support to the flat and level surface of the flat keel. On the contrary, the keel blocks had been repeatedly used, and by bar-keel vessels, so that they were crushed down in the centre to such an extent that when examined, as soon as the water was out of the dock at Southampton, a considerable number showed no bearonly bore on the outer edges on the bottom plating. Wedges were driven between the keel and the centre of these blocks at the request of the fficers of the Columbia A vessel was floated out of the Southampton dock just before the Columbin was taken in."

## REPAIRS RECOMMENDED.

Recommendations provide for loose rivets to be cut out and redriven, leaky butts and seams to he caulked and reriveted where necessary, bent bracket frames to be straightened and reriveted, broken and cracked cement to be replaced. The estimated cost for this labor is \$475, and the material \$50, a total of \$5%5, and the total time required twelve days. The fire room stanchions showed a slight increase in buckling after the ship was docked in New-York, although the ship rested equally on fair, true blocks, built up forward to a point forty-six feet from the forward perpendicular, and it was recommended that these stanchions be renewed when opportunity occurs after the ship is affoat. Estimated cost of six new stanchions is: Labor, \$275; material, \$200; time required, eight days.

A visit to the bottom of the big white flyer yesterday revealed the fact that some of the water which got into the space of her false bottom on the trip from Southampton was finding its way to the light again in trickling streams where caulkers' chisels have tapped the tender places, but it is asserted that the wavy appearance of her keel will in no way interfere with her value as a commerce destroyer or as an example of American ship building. This is all the more remarkable when it is seen that the whole starboard side of the row of big plates is dented and sunken, in some places as deep as an inch and a half. However, the Construction Bureau knows its business, and there is little doubt that the Columbia, when she is again floated, will be in good order. The steam engineering people have some minor jobs to do on her, and it will probably be ten days or two weeks before she will be ready for sea. She

her, and it will probably be ten days of two weeks before she will be ready for sea. She will then try and catch up with the fleet of Rear-Admiral Bunce in Eastern waters.

And in this connection, the Admiral is receiving a dose of the same medicine which was so liberally deait out to Rear-Admiral Meade, and with the Columbia two weeks away, the Texas three or possibly four weeks away, the Atlanta so broken down that she can be of little if any use, the Cincinnati making a great bluff at preventing fillibustering expeditions, and the Maine ready for commission but short of men, it seems to those who have kept track of naval affairs that the loudly heralded fleet evolutions, which were to accomplish so much for the Navy and the sailors, will be as great a fizzle as were those attempted by Meade in Southern waters.

This is not the fault of Rear-Admiral Bunce any more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany more than it was the fault of his predecesany in the cause of the trouble. A proper course, is the cause of the trouble. A proper course, is the cause of the trouble. A proper course, we will and lay, linger and wait may be all very well and lay, linger and wait may be all very well and lay, linger and wait may be all very well and lay, linger and wait may be all very well and lay, linger and wait may be all very well and lay, linger and wait may be all very well and lay, linger and wait may be all very well and lay, linger and wait may be all very well and lay, linge the way of handling ships, and training not only the men but the machines in their appointed duty, it is of no value to the country. This policy of change has already driven one rear-admiral out of the service, and, while it is not likely to have the same result in the present instance, it certainly engenders feelings which are the reverse of beneficial to the well-being of the Natlan's sea of the certain of the Natlan's sea of the certain of the certa

#### the Nation's sea arm. WORK IN THE YARD.

The trouble with the contractors for the new drydock, which was referred to in last Sunday's Tribune, is not yet settled. The matter was referred to Washington, and the reply came back that piles, the driving of which caused the rumpus, must be driven according to the ideas of Civil Engineer Menocal. This the Walshes Strongly object to, and, although the instructions are inderstood to be explicit, it is more than probable that the work which it was fondly hoped would go forward to completion without any more trouble will be "hung up" for another seamor trouble will be "hung up" for another seamor trouble will be "thung up" for another seamor trouble will be up. There is a rush to still have a chance to wait. There is a rush to set the big dredger out of the Wallabout Changet the Lancaster. This vessel is ordered to go into commission on September 3, and for the convenience of the work-tember 3, and the c

dredging operations are finished. The new build-ing No. 6, the new boiler shop and the big plate shop are nearly completed, while the other work around the yard is going on at its usual rate of progress. On the ships there is little left to do, the monitor Puritan being the furthest away from completion. The Maine is ready for sea, save for some little fixing on her turrets; the Terror is nearly as far advanced, and the work on the Lancaster will not delay her beyond her appointed time. appointed time.

#### AN OLD-TIMER AT THE YARD.

The monitor Wyandotte, destined for the use of the Connecticut Naval Militia, has come to the yard from Norfolk, and has been tied up at the Cob Dock wall, just ahead of the receiving-ship Vermont. The old "cheesebox on a raft" was built by Miles Greenwood, in Cincinnati, in 1862, and is one of the fleet which was added to the Navy in that year from the designs of John Ericsson, and has the old-style, single-screw, "grasshopper" engines. The arrival of this relic of the days of long ago at the yard has brougat a number of visitors to the Cob Dock, and many questions have been asked about her. The fleet of which the Wyandotte is a fair sample cost the Government between \$8,000,000 and \$10,000,000, and comprised the Ajax, Comanche, Canonicus, Catskill, Jason, Lehigh, Mahopac, Manhattan, Montauk, Nahant, Nantucket, Passaic and Wyandotte. With a few exceptions they are 200 feet long, with beams from 43 to 46 feet, depths either 11 feet 6 inches or 13 feet 6 inches, with an average displacement of 2,000 tons. They were all slow movers, their engines, of 340 norse-power, giving a speed which seldom exceeded six knots, and their armament was limited to a couple of 15-inch smoothbore guns and an occasional 12-pound howitzer, while for protection they carried side armor five inches thick and turret armor of ten or eleven inches.

NAVAL AFFAIRS AND ORDERS. and is one of the fleet which was added to the

#### NAVAL AFFAIRS AND ORDERS.

The President has in hand at Gray Gables for disposition a number of interesting naval cases, to which three have recently been added. Com modore Lester A. Beardslee, of the Pacific squadron, has had his promotion to be Rear-Admiral held back owing to the absence from Washington of Rear-Admiral Walker, who was a member of the Board which examined him. The record has since been signed and forwarded to the President. The two other cases are those of Lieutendent. The two other cases are those of Lieutenant George W. Tyler for promotion to be leutenant-commander, and Ensign Marbury Johnson to be a lieutenant (junior grade). The only case the President has acted on since he left Washington is that of Gunner John Russell, whom he retired a few days ago. No intimation has been received as to his probable action in the Howell promotion case or the Kershner court-martial. There seems to be good reason for believing that he will promote Captain Howell, and from the long delay in action on Dr. Kershner's case the impression is becoming

court-martial. There seems to be good reason for believing that he will promote Captain Howell, and from the long delay in action on Dr. Kershner's case the impression is becoming strong that he will disapprove the sentence of dismissal and impose a lighter sentence. Among the other interesting cases in the President's hands is that of Lieutenant James K. Coggswell, and it is expected at the Department that there will be little further delay in the disposition of these cases by the Chief Executive.

Aiready the constructors in the Navy are making evident their opposition to Secretary Herbert's plan of sending them to sea. The constructors say that if they had had a chance to show the Secretary the inadria billity of sending them to sea, it is doubtful if the order would have been issued. They make the assertion that their corps is altogether too small to admit of five of their number being detached and sent on sea duty, especially since the contracts for eleven vessels are soon to be awarded. A naval constructor is stationed at each of the different navy yards of the country, with the exception of Washington, and at New-York, Norfolk and Mare Island there are several assistant constructors. Even had the Secretary not decided to order officers of the corps to sea, it would have been necessary to detach some of them from the navy yards when the contracts for the new vessels are given out and send them to the yards where the contracts are placed. Under the Act of Congress three torpedo boats are to be constructed, one on the Gulf, one on the Mississippi and the third on the Pacific. Six gunboats are also to be built, the contracts to be divided among at least three firms. In addition to these, two battle-ships are provided for. As the latter vessels will probably be built by the Cramps and the Union Iron Works, there will be no need for the appointment of a constructor to look after them, as officers are already at those yards. In the other cases it would be necessary to scatter the members of the corps among the

Assistant Secretary McAdoo and Rear-Admiral Ramsay are both said to be opposed to the Secretary's plan, and there are good reasons for believing that it will be so modified that if the constructor goes to sea he will not be assigned constructor goes to sea he will not be assigned to duty as fleet constructor, though just how much difference that would make so long as he was away from the station is hard to see.

The number of orders issued last week was comparatively small, among them being the fol-

Brent McCarthy, of Portsmouth, N. H., ap-

Brent McCarthy, of Portsmouth, N. H., appointed pay clerk on the Lancaster.
Lieutenant J. N. Helm and Lieutenant P. W.
Hourigan ordered to torpedo instruction at Newport, in place of Lieutenant J. L. Jayne and Ensign Philip Andrews, whose orders are revoked.
Chief Engineer J. L. D. Borthwick detached from treatment at the Norfolk Naval Hospital and granted two months' leave.

Daniel Hubbard appointed a pay clerk on the

Texas.
Orders to Lieutenant T. N. Wood are so far modified that his detachment from Marine Barracks. Brooklyn, will take effect on the day he returns from extension of leave of absence.

## MUSICAL NOTES.

The Seidl Society's concerts at Brighton Beach on Tuesday, Wednesday and Thursday will be de-voted to Beethoven and Wagner, and such addivoted to Beethoven and Wagner, and such additional attractions in the way of solo singers are promised that the occasion is denominated a "festival." Selections from "Egmont," "Fidelio," "Die Meistersinger" and "Die Walktire" are to be the chief vocal features. Parts of the Eroica Symphony, the Fifth and Seventh Symphonies and the third "Leonora" overture of Beethoven will also be given. Miss Gertrude Stein, Mrs. Selma Kronold, Miss Miron, E. C. Towne, Homer Moore, Paul Hovemann and Paul Seldl will be the singers.

On Tuesday afternoon the children's music festival at Brighton Beach will begin, continuing on Wednesday and Thursday. At this festival the programmes include the singing of part songs by hoys from several church choirs in Brooklyn and of boys from several church choirs in Brooklyn and of National songs by public school children, who will fill the galleries. In case of rainy weather on Tuesday the programme for Friday afternoon will be performed, and in case of rain on Wednesday that for Saturday afternoon, and the festival will be given on Wednesday, Thursday and Friday, or Thursday, Friday and Saturday, according as a possible storm may make necessary.

Leon Margulies, business manager for Walter Damrosch, has just returned from Europe on the Spree. He has signed contracts with the following artists for Mr. Damrosch's season of German opera: Frl. Klafky, of the Hamburg opera; Frl. Ternina, of the Munich opera; Herr Gruening, of the Hamburg opera; Herr Popovici, of the Prague the Hamburg opera; Herr Popovici, of the Frague opera; Fri. Kiafsky, of the Hamburg opera; Fri. Eibenschnetz, of the Strasburg opera. Herren Alvary and Fischer and Fri. Gadski have been resngaged. Among the other singers of the company will be Baron Berthald, Paul Lange, Wilhelm Mertens, Conrad Behrens and Misses Nina Schilling, Marie Maurer and Marie Mattfeld. Mr. Damrosch will open his season in Cincinnati on November 11.

The Seldl Society announces that Mr. Paderewski will be the solo performer at the first of its winter concerts in the Brooklyn Academy of Music, No-vember 12. The second will be Ondricek, the

Less than three weeks remain of Sousa's engagement at Manhattan Beach this season. Mr. Sousa and his band open their annual six weeks' engagement at the St. Louis Exposition, and then go to the Dallas and Atlanta Expositions. The programmes to-day have not been excelled in interest at Manhattan Beach this season. They combine the old and the new, the humorous and the serious. Miss Marie Barnard will again be the soprano soloist. This is her third engagement at the beach this season. The Swedish Ladies' Quartet, the Cecilian Male Quartet and Sousa's tone picture, "Salute of the Nations," which employs many accessories, will be the features of the programme.

#### AN OVERRATED VIRTUE. From The New Budget.

From The New Budget.

For the last few days I have been wanting to thrash two boys. One of them is George Eves, who has attended the Plumstead Board School for nine years without being absent or late for a single day. The other is Alfred Pulling, who has ill treated his master in the same way for ten years. I know of no more uninteresting, commonplace being than the man who is always in time. It simply means he hasn't enough originality to be late. And these two priggish boys have been encouraged in their punctuality by rewards and gold medals and so on. If I were their master, I should for the future cane them heartily every day they are not at least five minutes late. It would hurt me a good deal more than it would tham but still I should do it.

# WITH QUEENS AND ROOKS.

FURTHER COMMENTS ON THE TOURNA-MENT AT HASTINGS.

THE FINE RECORD OF PILLSBURY AND THE DOWNFALL OF STEINITZ MATTERS OF IM-PORTANCE TO CHESS PLAYERS-

The comment of last Sunday was based on the

SCORES FROM THE BIG MATCH PROBLEMS AND COR-RESPONDENCE.



JAMES MASON.

game lost. Lasker at that time had made an even score of 2 wins to 2 losses, and Dr. Tarrasch was struggling in the rear with 11/2 games to the good



N. JANOWSKI.

Tschigorin had won three games each, and Mieses and Pilisbury 2% games each. Since then, up to and including the ninth round, each contestant has played five games more, and the Russian, Tschi-gorin, leads, with the fine record, in such com-pany, of 8 games out of the 10 played to his credit.

has still Bardeleben and Steinitz to encounter. bury's great feat, only equalled by Tschigorin and Lasker, of winning every game since last Sunday's record. The Brooklyn player has caught up with the German, Bardeleben, and these two contestants are bracketed together with the equal score of 71/2 won games to 11/2 lost games. It will not therefore considered invidious or out of place if a moment is spent in commendation of the American player's Pillsbury is not yet twenty-three years old, and for the first time in his short life he was thrust into the greatest chess company the world has ever seen. How he has acquitted himself let his record say. He has already met Tschi-gorin, Tarrasch, Steinitz and Schiffers, and has before him still Bardeleben and Lasker. Never since Morphy's visit to Europe have Americans had the right to be so proud of their chess representative as to-day. After Bardeleben and Pillsbury comes Lasker, with seven games scored for him. Then there is a drop, and Bird, Schiffers and Walbrodt each have five and one-half games to the good. After them. Dr. Tarrasch has five games recorded in his favor, and still lower no one, including even Steinitz, has at best more than an even record of wins and losses—the lowest, Vergani, having only one to his credit, made up of two draws.

It will be a matter of sincere regret to the ma friends of Albin that this fine player has been un able to do himself full justice. In such compais likely that Albin's health has been none too good



J. MIESES.

But whatever regrets are felt here in this direct tion are tenfold increased in the case of Steinitz. No one with the cause of chess really at heart will deny Steinitz's great services. He stood so truly for high honor and dignity in chess that even his many enemies must regret his downfall, so far as the cause is concerned, while perhaps exulting in it for purely personal reasons. Beaten four games in succession, by Pollock, by Pillsbury, by Bird and by Lasker, is, indeed, a misfortune, and most chess players will admit the wish that it might have been otherwise, and that Steinitz might have been in command of sufficient ability to have secured the highest prize. The directors of the Hastings Tournament made a

complete pairing for the whole twenty-one rounds, but left it to be decided daily the order in which these rounds should be played. Each day just before the hour of play one of these pairings is drawn by chance, and the players face each other in accordance with the pairing drawn. For the first day's He has beaten Pillsbury, Lasker and Tarrasch, and play pairing No. 1 was drawn. On the second day

No. 10, third day No. 13, fourth day No. 8, fifth day sixth day No. 14, seventh day No. 17, eighth day No. 18, ninth day No. 5.

feature of the pairing which gave, at least in one instance, a player the move four days in succession. The remaining pairings for the thirteen rounds still to be played are the 24, 3d, 4th, 6th, 7th, 9th, 11th, 12th, 15th, 16th, 19th and 20th, and any reader of The Tribune, from the lists published last Friday, can construct the entire pairing for any day's play whenever he knows the names of any one pair of players who play that day. The lists will be useful to show who has the move, and they should be preserved.

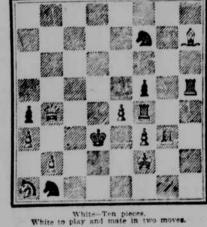
Following is a further instalment of scores from the match, and the results of the tenth round, played yesterday, will be found in another column P-Q 4 OPENING.

e-		P-Q 4 OPENING.			
e	WHITE.	BLACK	WHITE.	BLACK.	
le.	Tarrasch.		Tarrasch.	Mienes	
e	2 Kt-K B 3	P-Q4 Kt-KB3	27 B-B 3 28 B x B	BxKt RxP	
8			29 B x Kt	PxB	
n	4 P-K 3 5 B x P	P-K 3	30 H-Q Kt 3	RxPch R-QR5	
it	6 Castles	P-B4 PxP	32 R x P	RxP	
1.	7 1/1 - 12	Kt-B3	33 R-Kt 7 ch	K-Kt3	
d	8 Kt x Kt	PxRt	34 P-Kt 3	P-B 4	
n		B-K2	35 R-Kt 6 36 P-R 4	K-83 P-R3	
of	10 P-Q Kt 3 11 B-Kt 2	Castles	37 R-B 6	R-R 6 ch	
3	12 Kt-Q 2 13 B-K 2	B-Kt 2 P-Q R4	38 K-Kt 2	P-Kt 4	
3		QR-Q	37 R-B 6 38 K-Kt 2 39 P x P ch 40 R-B 5 41 P-Kt 4 42 R-R 5	P-B 5	
	15 Kt - P 5	H-R	41 P-Kt 4	R-Q 8	
y	16 B-Kt 5 17 B-R 6 18 B x B	Kt-Q4	42 R-R 5 43 R-R 6	R-Q4 K-K4	
1-	18 B x B	R×R	43 R-R 6	R-B 4	
y	19 P-K 4	Kt-Kt 3	45 R-Q	K-K 5	
it	18 B x B 19 P-K 4 20 R x R 21 R-Q	BxR	46 R-K ch	K-Q 4	
1.		B+B P-B 3 K-B 2	42 R-R 5 43 R-R 6 44 R-R 45 R-Q 46 R-K ch 47 R-K R 48 R-R 6 40 R-Kt 6 50 R x P	R-Kt 4	
	23 K – K 2 24 R – Q 3 25 R – R 3	K-B 2	40 R-Kt 6	P-K 4	
	24 R-Q 3	R-Q B P-B 5	50 R x P	K-K5	
	26 P x P	B-Kt 5	51 R-B 5 52 R-B 8	R-Kt 6 Drawn.	
	SICILIAN DEFENCE.				
	WHITE.	BLACK.	! WHITE.	BLACK.	
	Schlechter.	Lasker.	Schlechter, 27 Kt-B 2	Lasker.	
	1 17 17 4	P-0 R 4	27 Kt-B 2 28 Kt-Q	Kt-K 6	
	2 Kt-K B 3 3 P-Q 4	PxP	29 0-0 3	P-Q 5 P-K 5	
	4 Kt x P	P-K Kt 3	29 Q Q Q 3 29 P x P 31 Kt x Kt 32 R - K B 33 R x R 31 Q Q 35 F - Q Kt 3 36 Q - K 37 Q - Q R 5 38 Q - K 39 Q - Q 41 Q - Q 41 Q - Q 42 P - O R 3	RxP	
	5 Kt x Kt	KtFxKt	31 Kt x Kt	R-R5	
	7 8 0 8 4	P-K3	33 R x R	QxR	
	8 Castles	Kt-R3	31 Q-Q	P-Q B 4	
	9 Kt-B 3	Kt-B2	35 P-Q Kt 3	P-Q R 4 P-R 5	
	10 E-K 3	Custles	37 Q-Q R 5	B-K B	
	12 Q-Q 2	P-K B 4	38 Q-K	R-K B 4 K-B 3	
	13 P x P	KtPxP	30 Q Q	K-R3	
	15 B × B	KxR	41 0-0	K-K3 K-04	
		K x B P-K 4 Q-B 3	12 P-Q R 3	K-Q 4 Q-K 5	
	17 Kt-R 4 18 Kt-H 5	Q-B3 P-B5	43 Q-K =	Q-B 5	
	19 P-K B 3	B-K B 4	11 Q - Q 15 Q - Q 46 Q - Q	K-K 4 K-B 3	
	20 B-Q3		46 Q-Q	K-K Kt 2	
	21 O R-K	Q R-K Q R-K 2 Kt-Q 3 B-Kt 3	. 47 Q-K	D-D3	
	22 H-B 2 23 Q-B 3	B-KtS	49 0 0 3	Q-Kt 6	
				Q-Kt 6 R-B 7 Q-K B 5	
	25 B x B	PxB Kt-B5	51 Q-K 7 ch	K-R3	
	26 Kt-Q 3				
			S DEFENCE.	Dr. com	
	WHITE.	Mason.	WHITE, Steinitz, 18 ii x ii 19 Castles Q R 20 P-K R 4 21 R x R 22 P-R 5 23 P-R 6 24 P-Kt 5 75 R-0.5	BLACK.	
	1 P-K 4	P-5 4	18 B x B	Kt-Kt 3	
	1 P-K 1 2 Kt-K B 3 3 B-B 1	P-Q3	19 Castles Q R	Q R-Q	
	3 B-B 4	B-K2	P-KR4	R x R ch	
	5 P 0 2	Cantlen	22 P-R 5	Kt-B	
	6 Q Kt-Q 2 7 B-Kt 3	Kt-B3	23 P-R 6	P-K Kt 3	
	7 B-Kt 3	B-K 3	24 P-Kt 5	Kt (B 3)-Q	

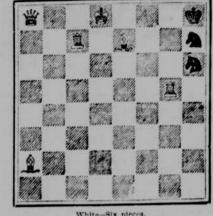
BLACK. WHITE.

Kt 2 ct 3 Q ch QUEEN'S GAMBIT DECLINED.

TWO KNIGHTS' DEFEN KING'S BISHOP'S GAMBIT. WHITE Hackburne 20 R x R ch 21 R-K 22 Q-R 5 24 B-Q 6 25 B-K 5 24 B-Q 6 27 R-K 4 28 Q-K 29 B-Q 6 30 B-R 5 31 R-K 2 32 R-B 2 32 R-B 2 32 R-B 2 35 R-K 5 40 R-B 2 37 R-K 4 F-Q1 K Kt x P B x Kt Q Kt-K 2 WHITE 27 R - K 28 R - K 2 29 P x P 30 P - B 4 31 Kt x P 32 Kt - Kt 2 33 R - K 34 R - K 34 R - K 35 Kt - Q 37 Kt - K 30 Kt - K 40 Resigns PROBLEM NO. 72 MOTTO: "CALLED BACK." Black-Six pieces



PROBLEM NO. 73. "TWO KNIGHTS DEFENCE." Black-Three pieces



White to play and mate in two moves CORRESPONDENCE.

W. K. Merrifield, Chatham, Canada, forwarded addi-tional correct solutions to Nos. 66, 67 and 68. George K. Flscher, Great Falls, Mont., forwarded correct solutions to Nos. 66 and 67. T. K. Wright, Elbridge, N. Y.; Merritt B. Mervin, Con-necticut; N. W. De Munn, Providence, R. I.; Dr. H. W. Pannin, Hackett, Ark.; James L. Knox, Philadeiphia, Penn., forwarded additional correct solutions to Nos. 69 lson Hold, Danneberg, Neb., forwarded a correct ion to No. 69; C. L. Carter, Warrensburg, Mo., to 68. G., New-York-Try the Y. M. C. A., Twenty-third-

corner Fourth-ave.

L. K., Philadelphia, Penn.—Hiack has the advantage,
L. K., Philadelphia, Penn.—Hiack has the advantage,
whether it would be sufficient to win is another questhe position requires a areat deal of study to
extraine whether there is a win in the position or & draw.
N. G. Griffen, St. Edwards, Neb.—Your query shall be

SUMMER DOINGS AT LONG BEACH. The musical entertainment given in the Long Beach Chapel by the guests of the Long Beach

Hotel some weeks ago was such a success that a a repetition was demanded and given in a modified form Friday evening. Miss Brush managed the affair and the programme was greeted with the heartiest applause. The proceeds of the entertainment will be presented to Miss Elizabeth Key, of Washington, the granddaughter of Francis Scott Key, the writer of "The Star-Spangled Banner." The performance reflected great credit upon Miss Brush, Miss Wilson, Miss Stilwell and Miss Frankenthal, the manager and assistants and upon all the par-The Rev. J. W. Hageman and Professor Homes

B. Sprague have enlivened the proceedings of the Summer Parliament with addresses upon the Federation of Churches and John Milton respectively. The recent arrivals are in part as follows: Mrs. S. Leabury Jones and her family, J. A. Cameron, Edwin H. Heidelberk, Mr. and Mrs. Stephen Wood, Mrs. William C. De Witt, Miss Lucy De Witt, Charles Skinner, Charles Loeb, Mr. and Mrs. M. J. McDermott, Charles Baum, of Washington; Howard Marshall, William D. Howells, Stewart W. Eames, William Wilson, Rafael M. Augulo, Robert Nugent, U. S. N.; John Henry Hull, Mrs. A. R. Parsons, Miss Ethel Parsons, Miss Anna Ripley, Mr. and Mrs. E. A. Dinzey, Miss F. S. Ely, Rochester; Miss J. Coies, Miss F. Coles, John O'Brien Stillwater, Mr. and Mrs. James M. Gardiner, Mr. and Mrs. M. Strong, Montelair; Mrs. Y. Hyatz Whitsons, Miss P. Van Wart Hyatt, Dr. and Mrs. C. E. Lawton, Cleveland, Ohio. The recent arrivals are in part as follows: Mrs. &

## RHODE ISLAND NOTES.

Providence, Aug. 17 (Special).-Thomas F. Pessenden, of this city, senior partner of the silver-ware manufacturers, Fessenden & Co., widely known throughout the United States, died suddenly on a train between Lowell and Boston on Thursday, night. Mr. Fessenden was fifty-eight years of

A new hospital for contagious diseases is to be erected on the grounds of the Rhode Island Hos-pital corporation. The building will be 130 by 30 feet, one and one-half stories high on the outside wings and two stories in the centre, and will be of brick.

Governor Lippitt, General George Averill, United Governor Lippitt, General George Averili, United States Inspector of Soldiers' Homes; Lieutenant-General Allen and several other officials made a visit to the soldiers in Bristol on Thursday. They ate a Rhode Island clambake, prepared by one of the inmates of the home.

The initial bulletin of the Bureau of Statistics in regard to the State census has been issued, giving the census of Newport and various country towns. The population of Newport is 21,337, against 19,457 in 1890. The country towns show a gradual failing off generally, except in the cases of towns having some manufacturing enterprises.

# LIFE-SAVING SLEEVES.

From The Boston Globe. A new use has been found for balloon sleeves, through the ingenuity of an enterprising inventor, which promises great results.

The "bustle" inside the sleeves has up to date been adopted somewhat wardly, as hardly filling a long-felt want. But now a silk life-preserver is to take its place, which can be inflated at will, and enables the wearer to float in perfect case on the water.

to take its place, which can be innated at will, and enables the wearer to float in perfect ease on the water.

Salling parties made up largely of ladies will leave the man at the helm very much at ease, with each female member of the company transformed into an animated life-preserver; for if one moves carelessly on deck and gets blown overboard, there is no danger of a tragedy. The balloons will also add no little to the sail area in fair winds.

The life-saving sleeve will doubtless prove a big thing, and all that it is puffed up to be.

"AND THE LAMPLIGHT O'ER HIM STREAMING THROWS HIS SHADOW ON THE FLOOR.
AND MY SOUL FROM OUT THAT SHADOW THAT LIES FLOATING ON THE FLOOR. "IS THERE IS THERE BALM IN GILEAD?-TELL ME, -TELL ME, I QUOTH THE RAVEN, 'NEVERMORE!'

"The shadow of Mr. Cleveland's dislike has blighted Senator Hill's presidential ambition in the past, and it will continue to do so to the end of the chapter."—(Leslie's Weekly, THE RAVEN.

(Copyright, 1895, by The Judge Publishing Co.)

SHALL BE LIFTED-NEVERMORE!"